

Kaka'ako Connection

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STATE OFFICIALS DEDICATE ILALO STREET AND FORREST AVENUE IMPROVEMENTS

Governor Linda Lingle and other State officials participated on December 18, 2003 in a ceremony to bless and dedicate recently completed roadway and utility improvements in Kaka'ako's Makai Area. The completed Ilalo Street Improvements Project (Improvement District 9) and the Forrest Avenue/Container Yard Reconfiguration Project (Improvement District 8) have greatly improved the infrastructure in the Kaka'ako Waterfront and will encourage future development of the State's waterfront lands.

The newly improved Ilalo Street, together with the Ward Avenue Extension, now functions as an attractively landscaped boulevard that serves as the principal collector street and main thoroughfare for the Kaka'ako Waterfront. The recently completed Forrest Avenue/Container Yard Reconfiguration Project has realigned Forrest Avenue with South Street and reconfigured the surrounding land into three development-ready parcels for commercial development.

Speaking at the ceremony, Governor Lingle stated, "For projects such as Kaka'ako's redevelopment, infrastructure is something that people don't often see above ground. There's a lot of work underground that you don't see that is necessary for future development to occur." The Governor added that she would like to see "a picking up of the pace (of development in Kaka'ako) right now. I think that we've spent enough time on that front end now. The front end seems to be very, very long but that's what allows the final product to come about. I'd like to move into the next phase where the general public can see now why all the money was spent. I see why all the time was invested because of the tremendous improvements and certainly the University of Hawaii School of Medicine (now under construction) is going to provide a real good example of what can come about when these kinds of investments are made here in Kaka'ako."

HCDA Chair Lori Lum said, "The Ilalo Street and Forrest Avenue improvements will greatly facilitate the development of the Kaka'ako Waterfront, along with making the area safer, more attractive and people-friendly. The widened Ilalo Street will immeasurably improve traffic circulation in the Kaka'ako Waterfront, helping to bring workers and visitors to the area, and serving as a strong encouragement for future development."



Above: (from left to right): Hawaiian Dredging Construction Co.'s William Wilson, Governor Linda Lingle, HCDA Chair Lori Ann Lum, and DBEDT Director Ted Liu, and at left: Kumu John K. Lake performs the blessing.



Daniel Dinell

DANIEL DINELL APPOINTED AS NEW HCDA EXECUTIVE DIRECTOR

The Hawaii Community Development Authority has selected Daniel Dinell as its new executive director. Dinell, a former executive for the Hilton Hotels Corp., assumed his duties at HCDA on January 15, 2004. He filled the post left vacated with the resignation of Jan Yokota.

Prior to assuming the HCDA directorship, the Honolulu-born Dinell worked for the Hilton Hotels Corp. for 15 years. During his tenure with Hilton, Dinell developed the company's hotel division operating strategy and annual plan. He was also instrumental in developing a continuous improvement process that incorporates a balanced scorecard approach which tracks financial and competitive performance along with internal and external customer satisfaction/loyalty measures. Most recently, as vice president of Strategic Planning and Community Affairs,

Dinell was responsible for governmental relations and planning the operating strategy for the Hilton Hawaiian Village Beach Resort & Spa, the company's largest hotel and flagship resort. Dinell earned a Bachelor of Arts degree from The Colorado College, and was a graduate research student at the University of Tokyo, where he earned distinction as a Monbusho Scholar.

In announcing Dinell's selection as HCDA Executive Director, HCDA Chair Lori Lum stated, "The board unanimously agreed that Dan is the ideal candidate to build on the momentum and excitement that has been generated in Kaka'ako. As we move forward with the revitalization of Kalaeloa, his experience and enthusiasm will be invaluable."

AUTHORITY APPROVES NEW KAKA 'AKO RESIDENTIAL PROJECT AND PARTICIPATION IN NIMITZ HIGHWAY BEAUTIFICATION

The Hawaii Community Development Authority (HCDA) has given its approval to a new twin residential towers project on Kapiolani Boulevard and to the State/City venture to beautify a portion of Nimitz Highway from Ward Avenue through downtown Honolulu.

The Authority has approved the Planned Development Permit and Joint Development application for the Moana Pacific residential complex at 1230 Kapiolani Boulevard. KC Rainbow Development Corporation, LLC requested the Development Permit and Joint Development to develop a mixed-use residential high-rise project on six acres of land bordered by Kapiolani Boulevard, Pensacola, Piikoi and Kamaile Streets. The complex will include 706 residential units in two 400-foot towers, 1,677 parking spaces and a possible future component of 79,939 square feet of light industrial space. The developer plans to start construction on the first phase of Moana Pacific in late 2004.

The Authority has also approved the expenditure of up to \$400,000 towards the cost for the Kaka'ako portion of the Nimitz Highway Beautification Project. With the State's participation, the City and County of Honolulu will undertake the Nimitz Highway Beautification Project to provide a more aesthetically pleasing and welcoming streetscape from the airport to Waikiki along Nimitz Highway and Ala Moana Boulevard. The State's share of the project cost is available from HCDA's Public Facilities Dedication Fund—impact fees collected from developers for the construction of public facilities in Kaka'ako. Landscape improvements contemplated by the City include medians where feasible, and sidewalk planters and landscaping. The Aloha Tower Development Corporation (ATDC) will fund a portion of the required matching funds to improve the portion of Nimitz Highway that runs through its jurisdiction and the HCDA will fund a portion of the required matching funds for its respective jurisdiction. The design and construction of the improvements will be undertaken by the City. The HCDA will provide design input and approval of improvements for its area, and the City will be responsible for the maintenance of the completed improvements. The HCDA expenditure is subject to the approval of the Governor to transfer funds to the City.



Top illustration: a rendering of the proposed Moana Pacific complex. At right: a portion of Nimitz Highway would be beautified through a City-State effort.

HCDA PERSPECTIVES Column

by DANIEL DINELL
HCDA Executive Director

I can think of no more exciting time to be joining HCDA. The great momentum and interest in Kaka'ako sweeping the area today is due to the commitment of the Governor, the Legislature, the City & County, current and past HCDA board members and staff, and the involvement by community groups, organizations, and individuals who are active participants in investing in necessary infrastructure and planning to shape the future of this special district.

Born and raised on O'ahu, I have seen firsthand how the Authority is making a difference in our community and will have an even greater impact in the years to come.

HCDA's role, as I see it, is to set a stage for successful outcomes: 1) to support and grow existing businesses while creating new economic opportunities that strengthen and diversify our economy; and 2) to encourage vibrant neighborhoods where people reside, work, interact, enjoy themselves, and pursue their interests.

You have my commitment that HCDA will work in a collaborative manner in setting the stage for successful outcomes...outcomes that will add positively to our quality of life. And not incidentally, this same approach



"People must be at the center of all we do. Kaka'ako needs to be a business-friendly, resident-friendly, and people-friendly district."

will be taken at Kalaeloa, the former Barbers Point Naval Air Station, the other community development district under HCDA jurisdiction.

In this space in future issues, you will see other HCDA staff share their thoughts about Kaka'ako. They, along with you, are what make Kaka'ako a terrific place to live, work, and play. Please feel free to e-mail me at dan@hcdaweb.org or call me at 587-2870 with any ideas or suggestions, complaints or compliments. Mahalo



KAKA'AKO'S REMARKABLE PAST



In this issue we conclude our brief historical perspective of Kaka'ako. The first installation covered the area's early days and in this issue, we look at Kaka'ako's evolution as a residential community at the turn of the 19th century, its later industrialization and the ensuing changes.

KAKA'AKO AS A RESIDENTIAL COMMUNITY

At the turn of the nineteenth century, Kaka'ako truly evolved as a residential area. Being close to Honolulu Harbor and just outside of downtown Honolulu, Kaka'ako became the home for newly arriving immigrants, people employed in the downtown areas, and for people engaged in maritime activities. Kaka'ako in 1900 was a dynamic and growing residential community, with some light industry and various facilities such as stables, a sewage plant and crematorium. Rice fields covered nearly all of the land running north of what is now Kapiolani Boulevard between the Ward Estate's Old Plantation and Piikoi Street (then called Piikoi Avenue). Rice fields also extended south into the area that is now Ala Moana Boulevard.

For the next 40 years, Kaka'ako was a thriving residential community, a multi-ethnic, largely working class neighborhood. Immigrant workers joined the Hawaiian community to form an area known as "Squattersville," a shantytown that sprang up along the district's southern border. In 1905, the Immigration Station was established on the mud flats across from Channel Wharf. Immigrants were processed at this station and Kaka'ako became known as Hawaii's Ellis Island. Immigrants received a medical examination and were housed in dormitories. The station also contained a "matrimony" room" where Japanese picture brides first met their husbands-to-be. Many of these immigrants worked in the fields or located in rural communities. One immigrant, "Pop" MacFarland, in 1907 established the tuna fishing industry in Hawaii when he launched the first Caucasian-owned sampan.

The Camps

Kaka'ako's residential period was an era of: ethnic camps (Hawaiian, Japanese, Portuguese, Caucasian, Chinese, and Filipino); salt ponds and horse stables; small stores, churches, schools and parks; open markets and a coral-paved airfield from which small planes carried sightseers. Draught horses from the Hawaii Construction & Draying stables trotted daily in the maze of Kaka'ako's alleys and lanes. The ethnic camps came about because of familiar associations, and the sharing of languages, religions and customs. The camps varied in size from a few houses to entire blocks. In the 1920s, the Ward Estate leased several areas in Kaka'ako to the Japanese for camps and other structures. Participation in various sports activities drew the Kaka'ako community together. The city, churches and other community groups organized team sports in baseball, basketball, football, boxing, swimming, diving and gymnastics. Events such as Japanese bon dances and the Holy Ghost Parade were annual events enjoyed by all of Kaka'ako's residents. As late as 1940, Kaka'ako's population numbered more than 5,000 residents.

Kewalo Basin

Since its beginnings, the Kewalo Basin harbor and waterfront—located at the southeastern end of the Kaka'ako District—have played a

very important role in the area's history. Strategically located between Waikiki and downtown Honolulu, Kewalo Basin has provided Hawaii's people with an invaluable connection to the sea and has served as a vital access point for seagoing vessels. Over the past eight decades, the evolution of Kewalo Basin—the hub of Oahu's commercial fishing, charter sport fishing, and ocean excursion industries—has greatly contributed to the richness and vibrancy of the State's economy. Over the years, Kewalo Basin has also served as an outstanding recreational resource for residents and visitors. It is a popular site for surfing and fishing, and the park grounds have become a beautiful, scenic retreat.

A harbor of about 55 acres (including ocean acreage), Kewalo Basin was originally constructed in 1921 to alleviate congestion in Honolulu Harbor and to serve as a docking facility for lumber schooners. A concrete wharf was built in 1926, about the time that the lumber schooner industry began to fade out and the developing commercial fishing industry moved into Kewalo Basin. The Mauka portion of the Kewalo harbor was constructed between 1928 and 1934, and in 1951 the Waikiki end of the bulkhead was added. With the harbor improvements, the fishing fleet in Honolulu Harbor relocated to Kewalo Basin in 1929. By 1932, the channel leading to the sea was dredged to ease the overcrowding of flat-bottomed Japanese skiffs along Honolulu Harbor. Kewalo Basin was extensively dredged and expanded by the U.S. Navy in World War II. Kewalo Basin's fishing gear shed was added in 1954 and, one year later, eight acres of filled land were deposited along the Makai side of Kewalo Basin to form a peninsula protected by rock revetment.

In the years before the mid-1950s, there were several hundred Japanese families living in Kaka'ako, most of them working as fishermen or as part of the fishing industry. Fishermen regularly traveled the short distance to Kewalo Basin for their long days out at sea. Kaka'ako residents were fond of Kewalo Basin (earlier called "Blue Pond"), as it served as a favorite neighborhood gathering spot for swimming, recreational fishing and gathering of seaweed.

During its years in operation, the Hawaiian Tuna Packers cannery at Kewalo Basin played a substantial role in the creation and sustenance of the commercial fishing industry on Oahu. The fishing industry and related fishing businesses grew and flourished during the early 1900s and up to the Second World War. Tuna canning developed because of the ability of Hawaii's Japanese fishermen to harvest large quantities of tuna. F.W. ("Pops") MacFarlane developed the first cannery in 1916 at Kewalo. The Hawaiian Tuna Packers operation also spawned the development of the Kewalo shipyard. Castle & Cooke, whose Bumble Bee business was dependent on the catches of the fishing boats, constructed the shipyard to keep the vessels seagoing and to perform repairs. The company subtracted dry dock fees from the fishermen's catch. Castle & Cooke operated the cannery until late 1984, when it first closed the plant temporarily and then permanently a few months later.

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KAKA'AKO'S REMARKABLE PAST *(continued from Page 3)*

Refuse Disposal at the Kewalo Shoreline

When the U.S. Army took over a shoreline site for Fort Armstrong in 1898, a seawall was built to reclaim land for the fort. Then another seawall, extending east to reclaim more land, was built. An incinerator was constructed on Mohala Street (now called Ahui Street) near the east end of the Fort Armstrong seawall in 1930. The incinerator had a capacity of 80 tons per day and it operated for two shifts a day. Though it was modern for its time, the incinerator was operated largely by muscle power. Ash was loaded into wheelbarrows and pushed uphill to a truck. The rubbish was dumped on a floor and pushed by hand into a trap door above the furnace. In 1933, about 3 acres of land was set aside on the Kewalo shoreline for the disposal of ash from the incinerator. This ash disposal site was a stone's throw from the recently completed incinerator and includes a portion of the site for the second Kewalo incinerator. In 1944, 11.3 acres of tidelands adjoining the second Kewalo incinerator was used for additional ash disposal space. Later, some of this land was withdrawn from ash disposal use and employed for a police pistol range and police motor pool.

In 1950, the City and Territory of Hawaii cooperated in building another seawall to enclose another 30 acres of space for more incinerator ash and other non-combustibles. Filling of the ash pile continued over the years until the State, concerned over the mountain of ash that was growing rapidly, directed the City in 1971 to stop placing any more ash at Kewalo. In 1992, the State constructed a waterfront park on the ash pile. Today, the 30-acre Kaka'ako Waterfront Park, with its steep, grassy hills, is a facility enjoyed by Hawaii's residents and visitors.

THE INDUSTRIALIZATION OF KAKA'AKO

The complexion and population of Kaka'ako underwent dramatic change after World War II during the late 1940s and early 1950s. As Honolulu grew to metropolitan stature, the competition for land forced many of the traditional activities out of the central business district to areas such as Kaka'ako, where land was inexpensive. The proximity of the Kaka'ako District to the growing downtown and the bustling waterfront created a lucrative market place for commercial and industrial space in Kaka'ako. After 1941, the city redesignated Kaka'ako for industrial usage. Gradually, warehousing, wholesaling and manufacturing activities sought locations in Kaka'ako. The incursion of warehousing activities into the idyllic Kaka'ako community rapidly displaced the population who were forced to find residence in other parts of town.

Kaka'ako was transformed into a major economic center after World War II. At its economic apex, it housed approximately 1,550 business establishments and employed about 18,900 Island residents. Only a few pockets of residential structures stood as a remembrance of Kaka'ako's residential neighborhood. It had become a place that accommodated Hawaii's needs for commercial, industrial and service activities.

Until the 1970s, Kaka'ako maintained its industrial orientation despite being surrounded by intensive growth in areas such as downtown Honolulu, Waikiki and the Punchbowl-Makiki district. The development boom in these areas left Kaka'ako largely untouched by new development

and it continued to deteriorate. Sadly, though it still served as midtown Honolulu's garage, workshop and storeroom, Kaka'ako grew older, became more decrepit and was less capable of functioning in an efficient manner.

There were many obstacles to overcome for Kaka'ako to join its surrounding areas in the move to modernity. By this time, Kaka'ako was burdened with outmoded infrastructure requiring expensive improvements. The mixture of internal street conditions ranging from well-maintained streets to those in poor condition inhibited vehicular circulation patterns and contributed to the blighted image of the district. Internal street circulation was further aggravated by inadequate on-street parking and narrow, unpaved and potholed streets. Kaka'ako's old storm drainage system caused street flooding after every rainstorm. Also serving as impediments to Kaka'ako's redevelopment were: a diverse pattern of landownership and leasing; tenant opposition; and land use policies that tended to stymie major new construction.

THE STATE STEPS IN ON KAKA'AKO

In 1976, the State Legislature, recognizing that Kaka'ako was potentially too valuable to allow to deteriorate further, created the Hawaii Community Development Authority (HCDA), a quasi-governmental agency that was tasked with supplementing traditional community renewal methods by promoting and coordinating public and private sector community development. In creating the HCDA, the Legislature designated the Kaka'ako District as the agency's first "community development district", recognizing its potential for increased growth and development as well as its inherent economic importance to the State.

The Legislature foresaw that the redevelopment of Kaka'ako would offer tremendous opportunities to address the need for more housing, parks, and open areas, as well as new commercial and industrial space near downtown Honolulu.

Since that time, the HCDA's overall mission has been to ensure that Kaka'ako is transformed into a dynamic urban neighborhood that accommodates a mix of people with a wide spectrum of social and business activities. With the revamping of Kaka'ako's aging infrastructure system as a top priority, the State has, to date, appropriated over \$200 million for roadway and utility system enhancements in the Kaka'ako District.

Public and private sector investment in Kaka'ako has generated new retail establishments and office space, a variety of restaurants and entertainment venues, as well as new residential developments. Since 1976, the State of Hawaii has developed more than 1,060 affordable housing units and over 41 acres of new park facilities in Kaka'ako.

The State's ownership and control of the majority of land in Kaka'ako's waterfront area offers the HCDA the opportunity to create a premier gathering place. With the initiation of \$36 million of infrastructure improvements and a proactive strategy to develop new cultural, educational and recreational facilities, together with new commercial and business opportunities, the Kaka'ako Waterfront is destined to become a popular attraction for residents and visitors, while providing a strong stimulus for the State economy.

(Visit the HCDA web site: <http://www.HCDAweb.org>)

THE KAKA'AKO CONNECTION

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